

U-BOAT DASH EASY, DECLARES CAPTAIN

DARING VOYAGE OF SUBMARINE
ACROSS THE ATLANTIC DE-
SCRIBED BY COMMANDER.

DODGED Foe BY SUBMERGING

Undersea Craft Dropped to Bottom of
Ocean at Times to Avoid Possible
Dangers—Threaded Maze of Hostile
Warships.

Baltimore, Md.—"And we sat down upon the floor of the British channel because the roof was crowded with noisy destroyers, and we drank good French champagne while we sang 'We've rings on our fingers and bells on our toes,' and presently the destroyers gave us room on the roof and we came up and went on to America. It was all just as simple as that, I tell you."

Thus simply did Capt. Paul Koenig, commander of the German submarine Deutschland, describe the daring voyage of his undersea craft through the North sea, which was dotted with enemy vessels, and across the Atlantic ocean to the port of Baltimore.

"What is there about my voyage to cause all this commotion?" asked the captain of a group of reporters who were eagerly questioning him regarding the great game of hide and seek which he played with the British navy on his 4,000-mile dash across the waters. "I have done nothing remarkable. Anybody who has sense enough to navigate a boat and who builds a boat like the Deutschland can do equally well—better, I believe."

Captain Koenig will have it no other way than that the British grip on German commerce is shortly to be broken. "We have proved it," he said, his eyes alight with enthusiasm. "We are building a 2,000-ton submarine that will be able to voyage 13,000 miles without replenishing oil tanks. And the British can't catch us. We laugh at them—look now at that flag!"

He pointed to the house flag of the Deutsche Ozean Rhetderel, the corporation of Bremen which devised the undersea trading plan.

The Deutschland went from Bremerhaven out to sea in the light of day on June 14, went in the early morning as matter of fact as a scow of bricks or lumber from any New York pier slips out into the harbor and down to the lower bay. Neither Bremen up the river, nor Bremerhaven, gate to the North sea, sent bands to bid farewell or crowds to cheer.

Koenig laid a course straight to Germany's north sea Gibraltar, Helgoland.

"Why did you do that?" he was asked.

"Knew Foe Was Near."

"We knew that British warships were somewhere about," he said. "And we wanted to lay up at Helgoland for some days to fool them. There is always a chance that spies may reveal the comings and goings of our ships, and it was wise to mark time for a little while. In this case only one ally, so far as I knew, had our secret. He was the American consul at Bremen, Wm. Thomas Fee, whose duty it was to approve our manifest. He was to be trusted, naturally, but we could take no chances."

"We loafed pleasantly off Helgoland under the shade of the big guns until the morning of June 23. The time was passed usefully in improving the training of the men."

"Good Fellows, My Boys."

"About these men, now—say a word for them if you must hold us up to the world's eyes. They are good fellows, my boys, strong fellows. Most of them are quite young, though most are married and are raising rosy cheeked babies to grow up for Germany's glory. They are all fine mechanics and full of—what do you say—pep, that is it."

"On the morning of June 23 we turned westward in the North sea and headed straight for the British channel. Somebody has said that we went all the way around Scotland. Nonsense, why should we? It was easy enough to fool the British and going through the Channel was child's play."

"What were your best aids to navigation, captain? How did you figure out your safe progress under sea?"

"Microphone Aided Cruise."

"The microphone and our device for taking soundings while submerged did the trick. Everybody understands these days what the microphone is—an undersea telephone, so delicate that it catches and records the vibrations of any bulk moving upon or under the waves."

"We have two microphones on the Deutschland, one on the port, one on the starboard side. One of us, an officer if possible, kept an ear always to the transmitter. When we heard disturbing murmurs through our little eavesdropper we stopped dead still, maybe, or went ahead slowly. Sometimes we dropped to the sea floor and kept as still as a mouse until we could figure out what the menace was. Sometimes we merely dropped fifty feet or so beneath the surface and anchored in that position, suspended between the surface and the bottom. The microphones warned us of cruisers and destroyers and sometimes of buoyed mines."

"How He Dodged Mines."

"About these mines," somebody cut in, "we have heard that the Channel is sown with them, that they run in solid lanes across the Straits of Dover."

Weren't you bothered by these mines? How did you dodge them?"

"Wouldn't you like to know, now?" laughed Koenig. "It is a secret, our method for avoiding mine fields, but this much I can say—we Germans know a trick to beat the mines danger and I used it in my run through the Channel."

"Taking soundings is simple. There is a tube which projects from the Deutschland's bottom and through this tube we heave the lead. By a system of valves we prevent water entering the hull while the soundings are being taken. But this is dry talk. Let me tell you about our happiest evening."

The Champagne Party.

Then the tale of the champagne party came out.

"And we felt that way," said Koenig, referring to the "bells on our fingers" song. "We were the finger-ringed, bell-toed boys, and we didn't care a damn for all the British ships of the Channel patrol."

Rid of the perilous straits finally, the Deutschland breasted the Atlantic rollers and proceeded upon its business. Officers and crew had plenty of time on their hands. The long days and nights were divided into four-hour watches, shifts on duty for four hours, at leisure for four, on duty again for four, and so on. Incessantly they kept vigilant watch for enemy craft—any craft.

Koenig, who knows New York as well as he knows Bremen, says the North sea and the Channel were as crowded as Broadway, and at night about as garishly lighted with those "detestable destroyers" playing tag all over the waters with their searchlights. A lot of time he poked the periscope clear and sighted looming perils just in time to dive without being spotted. But there were dull hours.

Had Phonograph Aboard.

"How did you folks amuse yourselves?" he was asked.

"Mostly," he said, "with the phonograph. Every submarine carries a phonograph. It is as much of the submarine's equipment as a torpedo tube. We keep it going pretty steadily (at times, of course, when there was no special danger in enjoying music), and we had a fine lot of records, though the American records were not especially up to date."

"Have any time to read, captain? Did the ship boast of a library?"

"You bet it did," he replied. "We have a fine little library of German, American, English and Spanish books."

"It was remarkable," Koenig said, "all things considered, how seldom the submarine was forced to dive. In the entire trip only ninety miles was undersea going. This ninety miles was logged as straight progress and did not include the times the Deutschland simply went below and sat on its bunkers, staying there until it felt it was quite judicious for a nice, fat, quite helpless U-boat to risk sun or moonlight. There never was a close call."

No Warship Saw Them.

"Not one time in the whole trip were we seen by a warship," explained Captain Koenig. "And I very much doubt if as many as half a dozen merchant ships spied us. We, of course, saw scores of craft. The very last one we sighted was thirty miles off the Virginia capes, a big white fruit boat rolling home from Jamaica, I suppose."

The Deutschland submerged less than twenty times from Bremerhaven to Norfolk. Six times in the North sea it reckoned discretion as the better part, six times in the English channel, and six times in the Atlantic. Once in the Channel it clung to the sea floor for ten hours. It can stay down four days, if necessary. It can resist the terrific pressure of 300 feet of water.

Boat a Mass of Machinery.

As described by Dr. John C. Travers, assistant U. S. health officer, who was taken through the boat by Captain Koenig, the Deutschland's interior appears to be mainly a mass of machinery. She has but one deck below and a seventeen-foot depth of hold for her cargo. Dr. Travers descended through the forward hatch, where he found the crew's quarters, bunks on either side of a narrow passageway leading to compartments occupied by the captain and his two officers. The captain's room is scarcely six feet square and barely high enough for a man to stand.

It is furnished all in metal, with the exception of a small oak desk. Directly beneath the officers' quarters is the dynamo, which stores electrical energy to drive the vessel when submerged.

Next Dr. Travers was taken into the officers' messroom, scarcely larger than the staterooms, with a galley built with all the economy of space of a Pullman dining-car kitchen. Aft the messroom, about one-third the ship's length from her stern, is the submerging machinery and two periscopes.

Calls It Amazing Sight.

"I never saw such a mass of machinery in my life," said Dr. Travers. "It was an amazing sight and I doubt if it would mean much except to the engineer who designed it. There seemed to be 5,000 different pieces, an inexplicable tangle of burnished copper and glistening steel."

Aft of the submerging machinery were the submarine's two powerful Diesel oil engines which propel her on the surface.

Captain Koenig told the doctor that while on the surface the noise of the machinery was almost deafening. When submerged, said the skipper, "she moves almost silently, and then we enjoy ourselves."

"De man dat likes flattery," said Uncle Eben, "would rather wear brass jewelry dan go wifout no decorations at all."

FIRST REGIMENT IS ANXIOUS FOR CALL

TROOPS STAND READY TO MOVE
QUICKLY WHEN THEY ARE
SUMMONED.

HAPPENINGS AT CAMP MOORE

Condensed News of the Happenings
in General Around Camp Moore, at
Styx, Where the Palmetto Troops
Have Mobilized to Await Orders.

Camp Moore, Styx.—With the First regiment "all dressed up and nowhere to go" and the Second pulling its shirt over its head as the finishing touch of its dressing up process for service the big body of troops here has become an enthusiastic and efficient assemblage of excellently trained militiamen who only need actual experience to make them regular soldiers.

The day was another of watchful waiting and no developments of importance. The regiment continued to be ready to move in a few hours after the receipt of order and soon the Second will also be a living example of preparedness. In the First regiment practically nothing remains to be done. The wagons are loaded and waiting to be placed on the trains, and the sections have been mapped out and assignments made and even the amount of food to be provided for each man has been duly proportioned.

That restless feeling among the men will not down and as the days pass the members of the First regiment turn anxious eyes toward the border. Officers and enlisted men think the call is not far away now and any man approached will tell one that he expects to be speeding to Texas within "the next day or two."

"Proper Military Channel."

Col. Blythe's mail is filled with useless letters in that many persons write him daily seeking discharges for enlisted men. Such applications must go through the proper military channel which is not a letter to the commanding officer of the camp. "Such applications for discharge can only be granted on application of the enlisted man himself," said Colonel Blythe. "He must state the ground of the application which is that he is a married man, having a family dependent on him for support and that he has actually been supporting it, accompanied by proof of these facts. As commanding officer here I have no authority to grant discharges. The application must go through the proper military channel which is to the commanding general of the department of the East, Governor's Island, N. Y., who has full and final authority."

The orders from the department of the East in regard to the discharge of heads of families are as follows: "Department commanders may issue discharges from service to enlisted men of the National Guard or organized militia called into service of the United States who are serving within their respective departments provided applications for discharge are made through military channels to department commanders setting forth that the applicant has one or more relatives who are dependent on him for support; the application to be accompanied by adequate written evidence of real dependency."

Tents for Engineers.

The engineer company has turned its back on the dog tents which gave way to the barn Friday night and tonight the engineers have regular tents, vacated by the cavalry troop which has the new and improved type of shelter. Tents and food mean nothing to the new company of the National Guard for under the most adverse circumstances the members of the engineer corps did not complain and when an officer assured them that they would soon have food one of the men exclaimed: "We don't want anything to eat. When will we get our uniforms and guns?" This company is now in the service of the United States, having been mustered in.

Exchange of Property.

The work of exchanging property of the state for federal equipment goes on and only six companies in the Second regiment are now using South Carolina property.

Today was pay day in the First regiment and many of the men have money that they can not spend for leave in this organization is practically an unknown quantity with orders to entrain expected daily. Most of the money paid the men today will be sent to their families and in some cases the soldiers do not touch the funds, having it forwarded directly to their families.

Many Officers Report.

A number of officers of the coast artillery battalion arrived to act as recruiting officers. Each officer was accompanied by a detail of non-commissioned officers and privates and after physical examinations they will be mustered into the service of the United States and assigned to stations. Among the officers who will report are: Capt. J. M. Wallace and Lieut. J. Hertz Brown of Spartanburg. Capt. H. J. Moore and Lieut. William E. Bell of Gaffney. Lieut. Guy B. Foster of Greenville. Lieut. W. W. Hames of Jonesville reached camp.

For Recruiting Duty.

A recruiting detail reported at the camp today. Lieut. W. W. Hames, a sergeant, a corporal and a private of the Jonesville coast artillery company arriving for recruiting duty. They will have a physical examination at once and be mustered into the service of the United States. Other officers of the coast artillery service ordered to report for duty as recruiting officers are: Capt. J. M. Wallace, Lieut. J. Hertz Brown, Lieut. Guy B. Foster, Capt. H. C. Moore, Lieut. W. E. Bell, Lieut. E. F. McWhirter. Upon reporting to the commanding officer they will be examined physically, mustered into the United States service and assigned to stations.

Coast Artillery Vote.

W. W. Moore, adjutant general, has received the following letter from John Gary Evans, chairman of the state democratic executive committee:

"I have your letter in which you state that it is impossible to change the date of the encampment of the coast artillery guard ordered into camp from August 20 to September 3."

"I hardly think that this is a mobilization such as our statute refers to and therefore the executive committee would be powerless to assist in providing a way for these young men to vote. That was the view taken by the committee. I have written the Hon. Sam J. Nicholls, congressman from this district, to take the matter up with the war department at Washington and see if something can not be done."

Captain Declines Majority.

Capt. Herbert T. Hames of Jonesville, senior captain in the medical corps, N. G. S. C., assigned to the sanitary detachment of the First infantry, was tendered by Gov. Manning the vacancy in the grade of major created by the transfer of Maj. A. M. Brailsford to the command of Field Hospital No. 1. Capt. Hames declined the promotion, though it meant a salary increase of \$600 the year and of course a considerable accession of rank. "I have been with the First for about ten years," he said. "and if I accepted the majority I would be assigned to the Second. I cannot leave a regiment to which I am so affectionately attached. I feel, too, that having enjoyed with it the pleasures of military life, I ought not to leave it now that there is a prospect of serious service." The First would share Capt. Hames' regret over any circumstance which should part him from the regiment.

Strength reports as of June 24. July 6 and July 12 have been compiled, as follows:

First infantry reported June 24. 36 officers, 1059 men; July 6, 55 officers, 1,409 men; July 12, 51 officers, 996 men.

Second infantry reported June 24. 50 officers, 1,083 men; July 6, 56 officers, 1,309 men; July 12, 55 officers, 1,216 men.

Troop A, cavalry, reported June 24. 3 officers, 71 men; July 6, 3 officers, 108 men; July 12, 3 officers, 91 men.

Field Hospital No. 1 reported July 12. 5 officers, 61 men.

Capt. Jervey Made a Major.

Capt. Herbert Hames, the senior captain, having declined the vacant majority in the medical corps, because acceptance would have involved detaching him from the First regiment and assigning him to the Second, Gov. Manning promoted to the place Capt. Allen J. Jervey of Charleston. Capt. Jervey has been serving with the medical examining board at Camp Moore, under Major Miller and Capt. Schmitter of the United States army. Besides being a captain in the medical corps of the South Carolina National Guard, he has been a lieutenant in the medical reserve of the United States army and in that capacity has been post surgeon at Fort Moultrie.

Officers' tents in both regiments are being floored. Only one afternoon in the last three weeks has failed to bring its thunder shower and the ground, sandy though it is, hardly once has dried thoroughly.

The Butler Guards keep going almost continually the large phonograph brought to camp by Mr. and Mrs. George R. Koster of Greenville. They have an abundance of records, but Capt. Workman's men like best of all the Hawaiian folk songs with their weird and intricate ukulele accompaniments.

Engineers in Camp.

The engineer company reached camp and established itself, being assigned to camp near the cavalry troop which has had an immense space to itself. The engineers were assigned shelter tents and soon found comfortable quarters. Supper was the first meal in the camp. The company has received federal recognition and will probably be mustered into the service of the United States soon.

Strength Report Completed.

Camp Moore had a strength of 114 officers and 2,354 men. Rejections by medical examiners have made considerable reductions during the last week.

Officers Age Limit.

The following order was issued by the governor:

"On and after this date the following age limit is hereby prescribed for officers of the National Guard of this state: Between the ages of 21 and 32 years, for second lieutenant; between the ages of 21 and 36 years, for first lieutenant; between the ages of 21 and 40 years, for captain; between the ages of 21 and 45 years, for major."

The encampment of the coast artillery units will be held at Fort Moultrie, Charleston.

Spirit of America Against War Because There Are Things More Important to Do

By FRANKLIN K. LANE, Secretary of Interior



The spirit of America is against war, not because we have grown cowardly and fear death, nor because we have grown flabby and love softness; no, not even because we have become conscious converts to the Prince of Peace. But we in America have something larger to do. We are discovering our country. Every tree is a challenge to use, and every pool of water and every foot of soil. The mountains are our enemies. We must pierce them and make them serve. The willful rivers we must curb; and out of the seas and the air renew the life of the earth itself. We have no time for war. We are doing something so much more important. We are at work. This is the greatest of all adventures. When war comes to a democracy it comes because we are not allowed peacefully to work.

What would we fight for? For what Roger Williams fought for, to be let alone, to have the opportunity to show what men can do for man.

He Who Does Not Love Institutions of His Country Is Not an Educated Man

By NELSON PHILLIPS, Chief Justice, Supreme Court of Texas

I care not how learned a man is; if he is not a patriotic man, he is, in my opinion, not an educated man. The patriotic man, and therefore the educated man, is the one who loves the institutions of his country, and would perpetuate, not impair, them; who reveres its organic law, and as a private citizen feels himself under the obligation of a high and solemn oath to support and defend it; who values the fundamental liberties of the common man as his birthright, his shield, his armor for the contest which all humanity must undergo—the only sure and certain means of his equal opportunity, the only security for the reward of all his toil and effort, the true, the real, the God-given expression of his manhood; and would therefore protect them in them simply as a part of a duty and service to a fellowman.

No matter how wide the field of information of the so-called educated man, he may have all knowledge and understand all mysteries; he may be able to dispute with the learned doctors; aye, he may speak with the tongues of the angels. Yet if his learning does not teach him to value the common yet priceless things of his country, it is sounding brass and a tinkling cymbal, and only misrepresents the state which gives to him its protection and bestows upon him his citizenship.

Loyalty To the Country's Flag First Test of Tolerance In United States

By WOODROW WILSON
President of the United States

There is disloyalty active in the United States, and it must be absolutely crushed. It proceeds from a minority, a very small minority, but a very active and subtle minority. It works underground, but it also shows its ugly head where we can see it; and there are those at this moment who are trying to levy a species of political blackmail, saying, "Do what we wish in the interest of foreign sentiment or we will wreak our vengeance at the polls." That is the sort of thing against which the American nation will turn with a might and triumph of sentiment which will teach these gentlemen once for all that loyalty to this flag is the first test of tolerance in the United States.

Are you going yourselves, individually and collectively, to see to it that no man is tolerated who does not do honor to that flag? It is not a matter of force. It is not a matter, that is to say, of physical force. It is a matter of a greater force than that which is physical. It is a matter of spiritual force. It is to be achieved as we think, as we purpose, as we believe, and when the world finally learns that America is indivisible, then the world will learn how truly and profoundly great and powerful America is.

Systematizing Work Aids the Housewife

By MIRIAM M. HAYNES
Of Colorado Agricultural College, Fort Collins, Col.

The thinking housewife who puts her housework on a systematic basis is bound to standardize conditions, thereby accomplishing more and better work with the least expenditure of time, energy and money. Standardizing means working at the right height with the proper tools under the best conditions of light, ventilation and comfort.

How many women stoop unnecessarily over kitchen tables, sinks, wash-tubs and ironing boards? We waste time and needless walking in poorly arranged kitchens, whereas, if our main working equipment was placed in right relation to our smaller equipment, much waste motion would be done away with.

Think over carefully the efficiency of your kitchen and try by rearranging the equipment you have, to do more work and better work in less time.

Street Railway Accidents Exact Almost As Great a Toll As Did the Civil War

By S. B. HARE

In the last ten years there were almost as many people killed by street-railway accidents as in the Union army during the entire four years of the Civil war. Ninety thousand men, women and children were killed in accidents in the ten years, and 98,000 men in the Union army during the war.

Statistics show that 70 per cent of the street-railway accidents are with automobiles or vehicles. The only method of diminishing accidents of this nature is to have compulsory legislation to control drivers of automobiles and vehicles.